

**Connecticut Department of Transportation
Project No. 82-299
Priority Repairs to the Arrigoni Bridge
Bridge No. 00524
Middletown and Portland
Public Informational Meeting**

**Tuesday, December 14, 2010, 7:00 p.m.
City Hall Council Chamber, Middletown City Hall**

Present:

David Cutler, P.E. – Connecticut Department of Transportation
Michelle Lynch, P.E. – Connecticut Department of Transportation
Nick Mandler – Connecticut Department of Transportation
Richard Ezyk, P.E. – STV, Inc.
James Sherwonit, P.E. – STV Inc.

Presentation:

A presentation was delivered by Mr. David Cutler from the Department and Mr. Richard Ezyk of STV Inc.

Three members from the City of Middletown Building Commission, one individual from the Regional Planning Commission, one individual from Channel 3, several individuals from the public, STV Inc. and the Connecticut Department of Transportation personnel attended the meeting. The following items were included in the presentation:

- The purpose of the meeting was to present the need for repairs to the arch spans of the Arrigoni bridge, describe current conditions, discuss the major work items, describe the plan for maintenance and protection of traffic during construction and solicit audience comments.
- The purpose of the project was described as performing necessary work to improve the long term safety, reliability and integrity of the Arrigoni Bridge arch spans.
- The bridge was described as having 3 distinct units: the Middletown Approach Viaduct (995 ft.); the Arch Spans (1,210 ft.); and the Portland Viaduct (1,220 ft.). The arch spans provide 92'-6" of vertical clearance over the navigable channel.
- The approach viaducts consist of girder- floorbeam- stringer construction with a concrete deck. The arch spans consist of a tied arch truss with suspended deck. The arch span deck is a concrete filled steel grid deck.
- The bridge was opened to traffic in 1938 and has been in continuous service for 72 years.
- The current conditions of the arch spans were described as: (1) Poor ride quality due to deterioration of the wearing surface; (2) Deficient deck and sidewalk conditions; and (3) deteriorated deck joints. Thus, near term rehabilitation is needed to insure that the integrity of the deck can be maintained for a minimum of 20 years.

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- The scope of work includes: (1) replacing the arch spans deck and supporting members; (2) replacing the arch spans barrier curb; (3) replacing the arch spans sidewalks; (4) removing, storing and re-assembling the arch spans handrail; and (4) cleaning and restoring the entire bridge drainage system.
- Work will take place in 3 construction stages, each with a traffic pattern consisting of a single 11'-0" lane with a minimum 1'-0" shoulder in each direction. Traffic will be separated from the work zone by a temporary concrete traffic barrier attached to the deck. Each traffic stage was presented.
- Environmental compliances with the Office of Long Island Sound Program (OLISP) and U.S. Coast Guard regulations are required.
- There are no impacts to private property.
- The total cost of the project is estimated to be \$15,000,000. Eighty percent of the cost will be funded by Federal Aid and twenty percent of the cost will be funded by the State.
- The project is anticipated to be constructed starting in Spring, 2011 and is estimated to be completed within two construction seasons. The schedule is predicated upon the procurement time for materials, availability of funding and permitting.

Public Comments and Question:

- Question: The completion date is scheduled for 2012. Does that mean two construction seasons? Answer: Yes, but not necessarily a full second season.
- Question: Will residents living in the shadow of the bridge on the Middletown approach be impacted by the project either by traffic or construction? Answer: Construction will be concentrated on the two main spans over the Connecticut River and under the Portland Approach viaduct. There is no work planned for the Middletown Approach viaduct.
- Question: Has the Department considered staging that allows 3 lanes of traffic during peak hours? Answer: This was investigated by the Department but ruled out. The peak hour one-way traffic volume is approximately 2,200 vehicles. The Departments' traffic engineers estimate that a single traffic lane can accommodate approximately 1,800 vehicles per hour based on a 2 second interval between vehicles. The difference of 400 vehicles per hour will result in short, 5 to 10 minute delays during peak hours. Reducing the work zone to allow three lanes of traffic at peak hours was not justified by the traffic volumes.
- Question: In the presentation it was noted that rehabilitation work on the Arrigoni Bridge was included under the List 19 bridge program for routine maintenance that Department forces could not provide due to funding. Why has the scope

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changed? Answer: The original scope for this project was to perform repairs that were beyond the capacity of the Department's Maintenance Forces. The scope changed as a result of the recently completed bridge inspection report that rated the main span deck a 3 (serious condition).

- Question: Can the traffic lights adjacent to the bridge be re-timed to permit more cars to pass under a green light? Answer: The Department will look into this.
- Question: Has the Department contacted the local Traffic Commissions and /or Authorities? Answer: A Town Roads Meeting was held on November 29, 2010 to present the project to town officials and answer questions. Individuals from the City of Middletown and Town of Portland were present.
- Question: Has this project been coordinated with the Town of Portland Gateway Project? Answer: The Town of Portland was contacted about the Gateway Project and replied that the project is scheduled for completion in June, 2011. Any required coordination between the two projects will take place during construction.
- Question: Will the project require any boating restriction on the Connecticut River? Answer: No. All project related work will be stage from temporary scaffolding suspended from the bridge.
- Question: The bridge was originally constructed without sidewalk barriers. When the barriers went up it appears that the roadway width was narrowed. Can a thinner sidewalk barrier be placed to increase the roadway width? Answer: The barriers were placed to protect vehicle traffic. The roadway width was not reduced by these barriers.
- Question: Can the Department use prefabricated components and night work to speed up the construction? Answer: Prefabricated components will be specified for the sidewalk, barrier, and grid deck. At this time it has not been determined if night time work will be permitted.
- Question: Due to the present economy, can this project be used to provide jobs to the community? Answer: It is not known if this has been done before on DOT projects. The Department will look into this further.
- Question: The 75th anniversary of the Arrigoni Bridge will take place in August, 2013. Will this project be completed by the anniversary date? Answer: It is anticipated that this project will be completed by that date.
- Question: Are the Bridge Inspection Reports available? Are they available on the Departments' web site? Answer: They are not available on the Departments' web site. An electronic or hard copy can be obtained by contacting the Department's Project Engineer, Michelle Lynch [Michelle.Lynch@ct.gov].
- Question: The Middletown crosswalk by the church on the north side is heavily used. Can the Department do anything to improve this crossing? Answer:

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Roadway work outside of the limits of the bridge will not be included into this project.

- Question: Will there be impacts to Middletown residents living adjacent to the bridge? Answer: No. Under this project no work is being performed on the Middletown Approach viaduct.
- Question: The state has switched from road salt to using a liquid brine solution for managing snow and ice on roads. Has this switch to brine accelerated the bridge deck deterioration? Answer: The answer to this question is not immediately known. It will be looked into.
- Comment: The City of Middletown has an ordinance requiring snow to be removed from sidewalks within 24 hours. The state does not remove snow from the Arrigoni Bridge sidewalks. Can anything be done about snow removal on the bridge sidewalks? Answer: State Maintenance Forces responsible for clearing sidewalk snow have been contacted.
- Question: The original Arrigoni Bridge was built in 2 years. Why is 2 years needed to complete these repairs? Answer: Stage construction requirements to maintain traffic flow prolongs today's construction projects.
- Adjournment: The meeting was adjourned at 8:00 p.m.